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SAPC-13240
Copy 5 of 7.

15 February 1957

MEMORANDUM FOR : Brig. Gen. Joseph D. Caldara
Director, Flight Safety Research

SUBJECT : Operational Data

REFERENCE : Memo to [REDACTED] 24 Jan. 1957,
same subject.

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1. Throughout our project's training and operational era we have accumulated a great deal of valuable data and experience on personal equipment and vehicle operational usage as they apply to our project and unique operations. From inception of this program the value of such information for later use in other USAF programs was foreseen. Accordingly, steps were taken to obtain, analyze, and prepare to disseminate such records to the USAF at large when security of our project would permit.

2. Some of the types of information we have been gathering on pilots and personal equipment are:

a. Physiological reaction to extremely high altitude flight involving prolonged periods. This involves making careful physical and psychological check of each pilot by the unit flight surgeon before and after each flight. Appropriate records are maintained by our project flight surgeon. Analysis of such records are made by him and guidance and advice, stemming from such analyses, are disseminated to all units for adoption.

b. Preparation and adoption of certain physical standards for pilots required to fly at extreme altitudes.

c. Development and testing of special personal equipment, namely, partial pressure suit. This, by the way, is now being used by the Air Force in a number of their latest programs. Used with this suit is a special oxygen regulator which is unique to our particular equipment.

d. Collecting and disseminating data on incidents which have occurred during our operations which affect personal equipment gear at extreme altitudes.

3. Vehicle and operational problems are monitored by headquarters and the appropriate contractor concerned. Handling of problems arising involves:

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a. Airplane and related equipment shortcomings are reported by units to headquarters and contractors. When applicable an Unsatisfactory Report is submitted. Fixes are prepared by contractor and forwarded to all units for compliance.

b. Accident reports are prepared on all occurrences and the conclusions, recommendations, and action to be taken, as presented by the investigation board, are disseminated to all units. Your office has had representation on the most recent mishaps.

4. All the above types of information are thoroughly fed into the groups which are training or which are deployed and in operational status. This includes both our project and the Air Force group which is being trained. Accordingly, all personnel witting of this program who can benefit from such information are currently the recipients of same. For security reasons we cannot give our data over to the USAF for open distribution. Actually, there appears to be no present need for distribution other than we now give, since the uniqueness of the equipment and resulting data would not apply to other than the USAF group who now have and are benefitting from our experience.

5. If present planning has fruition, our project will phase out, as it is now known, in the late fall of 1967. Possibly at that time information mentioned above can be turned over to the USAF for wider distribution. Such data must be presented as if collected by the USAF follow-on group, which by that time should have had considerable operations, thereby eliminating any taint of our participation. I believe that our accident reports, per se, will never be turned over in their present form because the format would reveal our organization's participation.

SIGNED

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- Cy 1 - Gen. Caldara (via Col. Geary)
- 2 - AFCHG-5
- 3 - Ops/Med
- 4 - RMB
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- 6 - Admin/Security
- 7 - RI

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